

Amendments to the Claims

Please amend the claims as in the following Listing of Claims which shall replace any previous listing. No new matter has been added.

Listing of Claims

1. (Currently Amended) An apparatus for an internal combustion engine with a crankshaft, a cylinder and a reciprocating piston located within the cylinder, comprising:

a shank with two ends, a first pair of abutting surfaces, a first bearing support surface and a pair of laterally facing surfaces, each one of said laterally facing surfaces being substantially perpendicular from a different one of said first pair of abutting surfaces and being disposed at outermost sides of the shank, one end of said shank being attachable to the reciprocating piston and the other end of said shank being mountable to a crankpin of the crankshaft along said first bearing support surface; and

a cap with a second pair of abutting surfaces, a second bearing support surface and a pair of projections, each one of said projections extending substantially normally from a different one of said second pair of abutting surfaces, said projections being adapted and configured to slidably receive therebetween in an interference fit said laterally facing surfaces, said cap being mountable to the crankpin along said second bearing support surface with said abutting surfaces disposed on opposite sides of the crankpin;

wherein said interference fit enabling said projections of said cap to compress said laterally facing surfaces of said shank from the outermost sides of the shank, when said cap and said shank are mounted to the crankpin and each one of said first abutting surfaces are in contact with a different one of said second abutting surfaces.

2. (Original) The apparatus of claim 1, wherein said cap abutting surfaces and said shank abutting surfaces are substantially flat.

3. (Original) The apparatus of claim 1, wherein said shank defines a split-line and said shank further defines a centerline, wherein said split-line and said centerline are separated by approximately 90 degree.

4. (Original) The apparatus of claim 1, wherein said shank defines a split line and said shank further defines a centerline, wherein said split-line and said centerline are separated by less than 90 degree.

5. (Original) The apparatus of claim 1, wherein said shank defines a split-line and said shank further defines a centerline, wherein said split-line and said centerline are separated by approximately 60 degree.

6. (Original) The apparatus of claim 1, wherein said shank defines a split-line and wherein said cap abutting surfaces and said shank abutting surfaces are substantially parallel to said split-line.

7. (Original) The apparatus of claim 1, wherein said shank defines a split-line and said projections resist movement between said cap and said shank parallel to said split-line.

8. (Currently Amended) An apparatus for an internal combustion engine with a crankshaft, a cylinder and a reciprocating piston located within the cylinder, comprising:

- a shank with two ends, a first pair of abutting surfaces, a first bearing support surface, and a pair of projections, each one of said projections extending substantially normally from a different one of said first pair of abutting surfaces, one end of said shank being attachable to the reciprocating piston and the other end of said shank being mountable to a crankpin of the crankshaft along said first bearing support surface;
- a cap with a second pair of abutting surfaces, a second bearing support surface, and a pair of laterally facing surfaces, each one of said laterally facing surfaces being substantially perpendicular from a different one of said second pair of abutting surfaces and being disposed at outermost sides of the cap, said cap being mountable to the crankpin along said second bearing support surface;
- wherein said projections being adapted and configured to slidably receive therebetween in an interference fit said laterally facing surfaces, and wherein said interference fit enabling said projections of said shank to compress said laterally facing surfaces of said cap from the outermost sides of the cap, when said shank and said cap are mounted to the crankpin and each one of said first abutting surfaces are in contact with a

different one of said second abutting surfaces.

9. (Original) The apparatus of claim 8, wherein said cap abutting surfaces and said shank abutting surfaces are substantially flat.

10. (Original) The apparatus of claim 8, wherein said shank defines a split-line and said shank further defines a centerline, wherein said split-line and said centerline are separated by approximately 90 degree.

11. (Original) The apparatus of claim 8, wherein said shank defines a split-line and said shank further defines a centerline, wherein said split-line and said centerline are separated by less than 90 degree.

12. (Original) The apparatus of claim 8, wherein said shank defines a split-line and said shank further defines a centerline, wherein said split-line and said centerline are separated by approximately 60 degree.

13. (Original) The apparatus of claim 8, wherein said shank defines a split-line and wherein said cap abutting surfaces and said shank abutting surfaces are substantially parallel to said split-line.

14. (Original) The apparatus of claim 8, wherein said shank defines a split-line and said projections resist movement between said cap and said shank parallel to said split-line.

15. (Currently Amended) An apparatus for an internal combustion engine with a crankshaft and a cylinder with a reciprocating piston located therein, comprising:

a shank with an attachment portion, wherein said attachment portion has a width in the axial direction of a crankshaft in use with the apparatus, and wherein said shank is attachable to the reciprocating piston and said shank is mountable to the crankshaft:

a cap with an attachment portion, wherein said [[cap]] attachment portion has a width in the axial direction of a crankshaft in use with the apparatus and wherein said cap is mountable to the crankshaft and said [[cap]] attachment portion of the cap is attached

to said ~~[[shank]]~~ attachment portion of the shank to provide an angled-split plane between the attachment portion of the cap and the attachment portion of the shank, wherein said shank and said cap form a sleeve around a segment of the crankshaft and the crankshaft is rotatably held therein;

a projection ~~[[with]]~~ on the outermost side of the attachment portion of the cap and extending toward the shank, the projection having a width in the axial direction of a crankshaft in use with the apparatus wherein said projection width is substantially equal to one or more of said ~~[[cap]]~~ width of said attachment portion of the cap ~~[[width]]~~ and said ~~[[shank]]~~ width of said attachment portion of the shank, ~~[[width]]~~ and further wherein the projection provides an interference fit between the cap and the shank to resist shear forces acting along the angled-split plane between the attachment portion of the cap and the attachment portion of the shank, said interference fit enabling said projection to compress the shank from an outermost side of the shank.

16. (Canceled)

17. (Currently Amended) The apparatus of claim 15, wherein ~~said shank includes an outer surface and said cap includes an outer surface, and wherein said projection is disposed on both said shank outer surface and said cap outer surface, wherein said projection is an integral portion of one of said shank outer surface or said cap outer surface, and wherein said projection is mounted to the other of said shank outer surface or said cap outer surface.~~

18-19. (Canceled)

20. (Currently Amended) A method for attaching a connecting rod to a crankshaft of an internal combustion engine, comprising:

providing a two-piece connecting rod including a shank and a cap, one of the shank or the cap having a pair of spaced-apart opposing substantially flat projections disposed at outermost surfaces of one of the shank or cap and configured to receive for receiving therebetween the other of the shank or the cap, the shank and cap forming a

bearing pocket when brought together for rotatable connection to a crankpin of the crankshaft with said projections on opposite sides of said bearing pocket;

placing one of the shank or the cap proximate to one side of the crankpin;

placing the other of the shank or the cap proximate to the other side of the crankpin;

bringing together the cap and the shank around the crankpin and forming the bearing pocket around the crankpin; and

compressing with the projections one of the shank or the cap around the crankpin the other of the shank or the cap, ~~said compressing being by said forming~~ said compressing produces an interference fit between said cap and said shank, said interference fit enabling said projections to compress one of said shank and said cap from an outermost side of the connecting rod.

21. (Original) The method of claim 20, wherein said providing includes a plurality of fasteners, and said bringing together is by fastening together the shank and the cap with the fasteners.

22. (Original) The method of claim 20, wherein the cap includes the projections, and the shank is compressed by the cap.

23. (Original) The method of claim 20, wherein the shank includes the projections, and the cap is compressed by the shank.

24. (Original) The method of claim 20, wherein the shank defines a split-line and the projections resist relative motion along ~~[[the]]~~ a split-line between the shank ~~portion~~ and the cap ~~portion~~.

25. (Currently Amended) The apparatus of claim ~~[[17]]~~ 15, wherein said outermost side of the shank outer surface and said cap outer surface are being substantially flat.

26. (Canceled)

27. (New) The method of claim 20, wherein said compressing is performed by each projection of one of the shank or the cap exerting a force on no more than one substantially flat surface of the other of the shank or the cap.

28. (New) The method of claim 20, further comprising aligning the cap with the shank, wherein said aligning includes the coaction between at least one pilot pin, at least one pilot pin recess on the shank, and at least one pilot pin recess on the cap.

29. (New) The apparatus of claim 1, wherein each of said projections includes at least one substantially flat surface, and wherein no more than one substantially flat surface of each of said projections is acted upon said laterally facing surfaces of said shank from the outermost sides of the shank.

30. (New) The apparatus of claim 1, further comprising:

at least one pilot pin; and

at least two pilot pin recesses, wherein said first pair of abutting surfaces and said second pair of abutting surfaces each include at least one pilot pin recess, and wherein said shank and said cap are aligned by coaction of said at least one pilot pin and said at least two pilot pin recesses as said first abutting surfaces are brought into contact with said second abutting surfaces.